

CLASSIFICATION: CONFIDENTIAL

REPORT

CD NO.

DATE OF INFORMATION 1953

DATE DIST. 23 Feb 1954

NO. OF PAGES 2

DATE
PUBLISHED Jun - 14 Nov 1953

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

GDR, POLISH, AND HUNGARIAN TRANSPORTATION DATA

The Federal Ministry of All-German Questions, in a comparison of the motor vehicle statistics of the German Federal Republic and the GDR, has determined that the average age of passenger automobiles in the GDR is about 17 years. Since the additions from recent production and from the small import quota are negligible, the obsolescence of the GDR motor vehicles is continuing.

By 1952, the German Federal Republic had a 60 percent increase over 1936 or 16 times as many passenger automobiles in operation as the GDR. At the same time, the GDR, with about 52,900 vehicles, had reached only a bare 25 percent of the prewar figure. While the German Federal Republic has one passenger car per 0.29 square kilometer or one car for every 56 inhabitants, the GDR has one car per 2.0 square kilometers or one for every 325 inhabitants.

RAILWAY TRACKS OBSOLETE IN THE GDR -- Hamburg, Hamburger Abendblatt, 22 Oct 53

The GDR government wants to import 50,000 tons of rails from the Soviet Union this fall. They are to be used to repair railway facilities and for laying a second track in some places.

Munich, Sueddeutsche Zeitung, 15 Oct 53

The following data were included in an internal memorandum of the GDR Ministry of Transport, which has now been published in West Berlin by the Investigating Committee of Free Jurists:

The track superstructure in the GDR is worn out, with the rails brittle and the crossties rotted. There is a total of 520 reduced-speed sections on the GDR railroad network. Some main lines have one broken rail per day for every

50X1-HUM

- 1 -

CLASSIFICATION CONFIDENTIAL

Sanitized Copy Approved for Release 2011/09/08 : CIA-RDP80-00809A000700160254-1

50X1-HUM

CONFIDENTIAL

10 kilometers of track. Among locomotive engineers, the Bitterfeld-Leipzig line is known as the "dead men's railroad." Experts have detected 13 spots with major damages on the interzone line, Berlin-Marienborn. One bridge near Griebnitzsee can be crossed only at walking speed, while other reduced-speed sections on this line call for a maximum speed of 30 kilometers per hour. The broken rails are frequently just welded together, because replacement rails are not available. The spikes are so loosely fastened into the rotted wood of the crossties that they can be pulled out by hand. Under these conditions, wrecks are a daily occurrence.

BROWN COAL USED AS LOCOMOTIVE FUEL IN THE GDR -- Duesseldorf, Verkehrs-Wirtschaft, 14 Nov 53

Two months after the GDR Ministry of Railroads announced that locomotives could be converted to use bituminous coal, because of the coal shipments from Poland, the railroads have been forced again to use brown coal as locomotive fuel. The West Berlin Investigation Committee of Free Jurists reports that the coal shipments from Poland stopped after a short time, and no reason was given for the cessation of deliveries. Besides, the coal was so bad that the railroad men referred to it as "tarred rocks."

IMPROVEMENTS IN POLISH WATERWAYS -- Paris, Journal de la Marine Marchande, 3 Sep 53

According to a bulletin received from the Agence France Presse, the Hydroelectric Institute of the Polish Academy of Sciences had drawn up a plan for changes in Polish waterways. The Wisla River would become a primary navigable artery with Warsaw as a port for deep sea vessels. The plan provides for establishment of powerful electrical plants on the Wisla for irrigation of 150,000 hectares of land, and for dikes to eliminate the floods to which this region is subjected.

HIGHWAYS CONSTRUCTED IN HUNGARY -- Paris, Revue Generale des Routes et des Aerodromes, Jun 53

A giant garage has just been completed at Budapest for the busses of the huge MAVAUT (Hungarian State Railroad Bus Network), whose lines link all important Hungarian cities.

In addition to several hundred kilometers of roads being widened and asphalted, a concrete automobile highway 200 kilometers long, definitely a vital Hungarian artery in the north-south direction, is being constructed. It will link Budapest with the Pecs coal basin and will pass through the new steel center of Szolnavoros. Four thousand workmen are presently employed, using the most modern machines, on the most difficult stretch, which crosses the Mecsek mountains for 50 kilometers, between Szekszard and Pecs. Also, a paved road, 101 kilometers long, is being built between Kiskunfelegyhaza and Baja.

- E N D -

50X1-HUM

- 2 -

CONFIDENTIAL